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The Hongkong Telegraph

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FAIR.
Barometer 30.19.

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February 9, 1917, Temperature 6 a.m. 46 2 p.m. 57
Humidity 63 " 53

February 9, 1917, Temperature 6 a.m. 56 2 p.m. 57
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FRIDAY, FEBRUARY 9, 1917.

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TELEGRAMS.

[Reuter's Service to The "Telegraph."]

THE GERMAN-AMERICAN BREACH.

FAINT RESPONSE FROM NEUTRAL NATIONS.

VERY FEW WILLING TO FOLLOW AMERICA'S EXAMPLE.

London, February 7.
According to Reuter's correspondent at New York, the Government has ordered a thorough enquiry into the manner of the killing of the American negro seaman Wallace in the sinking of the *Easystone*.

Greece Embarrassed.

London, February 7.
Reuter's correspondent at Athens says that the American request to Greece to define her attitude towards Germany's unrestricted submarine warfare has embarrassed the Government, which is sounding other neutrals before replying.

Holland Hangs Back.

London, February 8.
Reuter's correspondent at The Hague says that the Foreign Minister has pointed out to the United States Charge d'Affairs that the reasons governing the action of the United States towards Germany do not apply to Holland, because the attitude of the United States is the result of anterior negotiations.

Chile and Argentine Non-Committal.

London, February 8.
Reuter's correspondent at Rio de Janeiro states that Dr. Lauro Muller, Brazilian Minister of Foreign Affairs, has further conferred with South American representatives.

It is stated that Chile and Argentina have hitherto not approved of the Brazilian Note, Argentine being of opinion that the German-American rupture has come too late. Negotiations with the South American States will continue.

"No Special Declaration."

London, February 8.
Reuter's correspondent at Buenos Aires says that the President is considering German submarine, and will convene a special Cabinet on the subject.

Official circles are of the opinion that the Government will make no special declaration, but merely announce its intention of safeguarding national interests.

The newspapers urge the Government to support President Wilson.

Damage to Interned German Merchantmen.

London, February 8.
Reuter's correspondent at Washington states that the Secretary for War, in a statement, admits that in various Philippine harbours, and at Colon and Panama, machinery has been removed from German merchantmen.

Reuter's correspondent at New York states that information regarding the disabling of interned German ships is conflicting. It is now authoritatively stated that they are not irreparably damaged but sufficiently to disable them temporarily.

The *New York Herald* says vital parts of the machinery have been removed to safe places of hiding. One of the big liners can be repaired in less than six months.

America Stands Firm.

London, February 8.
Reuter's correspondent at Washington states that the resolution in the Senate ratifying the rapture with Germany was generally supported with the exception of a few Republican pacifists.

Senator Lodge, who has been a most bitter opponent of President Wilson in the past, urged his colleagues to show that the people were united in supporting the Government on a grave question.

All the speakers pledged their unquestioning support to the Government in the event of war.

America's Secret Preparations.

London, February 8.
Reuter's correspondent at Washington says that the outward calm of the nation conceals tremendous secret preparations for war. Soldiers are drilling in the latest European methods.

It is stated that General Pershing's force, which has returned from Mexico, is one of the most perfectly equipped in the world. Throughout its eleven months in Mexico it practised hand grenade battles, advancing behind a barrage fire, entrenching and repelling attacks. Fleets of aeroplanes accompanied it, as well as caterpillar tractors, somewhat resembling the "Tanks."

A New York message states that the testing of sixteen-inch guns at Sandy Hook, caused a panic, thousands of people on Long Island thinking it was a German bombardment. They were quickly reassured.

The new National League of Women's Service has met at the Vanderbilt residence, and planned the organisation of women in the event of war.

Norway Unsympathetic.

London, February 8.
Reuter's correspondent at Christiania says that the Norwegian Government has replied to the appeal of the United States that it cannot adhere to the latter's action towards Germany, adding that the three Scandinavian Kingdoms are now discussing their attitude on the basis of international law.

German Interests in America.

London, February 8.
Reuter's correspondent at Berne says that Switzerland has agreed to take charge of German interests in the United States.

TELEGRAMS.

[Reuter's Service to The "Telegraph."]

THE GERMAN-AMERICAN BREACH.

U.S. Ambassador Held as Hostage.

London, February 8.
Reuter's correspondent at Copenhagen says that Mr. Gerard, the American Ambassador, has telegraphed from Berlin that he and all Americans are detained as hostages until the departure of Count Bernstorff and the Germans who are aboard German merchantmen is guaranteed.

Argentina's Regrets.

London, February 8.
Reuter's correspondent at Buenos Aires says that the Government has replied to Germany regretting that the Emperor considers such extreme measures necessary, and declaring that the Government will base its conduct, as always, on the fundamental principles of international law.

Spain to Remain Neutral.

London, February 8.
Spain has resolved not to abandon her neutrality, but she will resolutely defend her national interests and dignity while protesting against German submarine of merchantmen.

Austro-American Relations.

London, February 8.
Reuter's correspondent at Amsterdam quotes a message from Vienna to the effect that the *Allgemeine Zeitung* states that the American Ambassador is still conferring with the Foreign Minister with a view to a continuance of Austro-American relations.

Holland's Resolve.

London, February 8.
Reuter's correspondent at The Hague states that, in the States General, it was announced by the Premier that the Government had energetically protested against the latest German submarine. It was not intended to depart from neutrality, but they would not desist from their resolve to resist, by arms, any violation of their territory.

ANCHOR LINE "CALIFORNIA" TORPEDOED.

An American Survivor.

London, February 8.
The Anchor Liner California, from New York to Glasgow, has been torpedoed. One person was killed and thirty injured. The rest are being landed.

The Missing and Killed.

Later.
The California carried passengers and mails.
Survivors state that 13 passengers and 28 of the crew are missing, and that four were killed and twenty injured. They state that two submarines attack her.

American Consul Enquiring.

Later.
The survivors of the California include one American. It is believed that there were others aboard.
The American Consul is fully enquiring into the matter.

The Only American Passenger.

Later.
It is stated that the American survivor from the California was the only American aboard.

No Warning Given.

Later.
The Second Officer states that the California left New York on January 23; with thirty-two passengers and 173 of a crew. She was torpedoed on the morning of February 7. A terrific shock was felt, and the boats were immediately lowered. The passengers behaved splendidly.

Members of the crew assert that a submarine appeared on each side of the liner, and it was impossible for her to escape. The Captain remained on the ship until she foundered, and was subsequently picked up.

No warning was given, and the vessel sank in seven minutes. The survivors were rescued an hour later. They had lost everything. The missing include the Chief Engineer, the Third Officer and another engineer.

[The California was a twin screw steel liner of 8,662 tons and was built in 1907 by D. and W. Henderson and Company, Ltd., of Glasgow. Her dimensions were:—Length, 470 feet; breadth, 58.3 feet; depth, 34 feet. Her port of registry was Glasgow.]

WAR MEASURES IN PARIS.

London, February 8.
Reuter's correspondent at Paris says the authorities are closing the theatres and entertainments four days weekly. They are also curtailing the railway services to economise coal.

ANOTHER BIG EXPLOSION IN GERMANY.

London, February 8.
According to Reuter's correspondent at Amsterdam, the Bayer Company's great oiline factory at Leverkusen, in Germany, has been blown up. Two streets were destroyed and many people were killed.

TELEGRAMS.

[Reuter's Service to The "Telegraph."]

THE WESTERN FRONT.

Value of the British Successes.

London, February 7.

According to Reuter's correspondent at Paris, the correspondent of the *Liber*, describing the British operations on the Somme, says that their two latest successes north of the Ancre, though local in character, distinctly improves the position before Bapaume.

Simultaneously a fine attack north-east of Guécourt easily obtained the objectives in half an hour, with the smallest losses. The Germans attempted a stiff fight, but were unable to withstand the torrent. For a moment the new fortress at Transloy was threatened with annihilation, hence the violent German counter-attacks, which failed completely.

The cannonade on the whole British front is more intense, and the effects of the activity of the British artillery are soon apparent.

French Aerial Bombardments.

London, February 7.

A French communiqué says:—There was lively grenade and artillery fire in the region of Hill 304 and Avocourt wood.

A French aeroplane bombed military establishments at Lahr, in the Grand Duchy of Baden.

A French air squadron bombed an aerodrome at Mariakerke.

A British Attack.

London, February 8.

A German official announcement states:—The British attacked north-east of Bouchavesnes, but their initial success was equalised by our counter-attack.

BRITISH SHIPPING.

New Programme of Construction.

London, February 7.

In the House of Commons, at question time, replying on behalf of the Food Controller, Sir Leo Chittenden, Money stated that arrangements were being made to carry out a large and new construction of standardised merchantmen, also the construction of such merchantmen as were already in the course of building. He assured the House that unsparing efforts were being made to utilise the nation's shipbuilding capacity to the utmost, compatible with the needs of the Admiralty.

INDIAN OFFICIALS' WAR SERVICES.

London, February 7.

To January 1, 1916, of the Indian officials retired or on leave who offered their services for the war to the India Office, where a Bureau has been established for the purpose of putting applicants into touch with Government Departments, 108 received commissions in the Army and Navy, and 212 are employed in the War Office or Admiralty. Most of the others are doing valuable work in non-official organisations connected with the war. In addition, 183 officers on leave obtained war work independently, and 137 received commissions in the Army or enlisted. The aggregate appointments were 813, out of 912 registered, while 300 non-officials, mostly connected with India, were registered, and a fair percentage had found employment.

ACTIVITY ON THE ITALIAN FRONT.

London, February 7.

An Italian official message says:—Enemy attacks on the right bank of the Brenta and on Mount Frakof failed.

COTTON MILL RESTRICTIONS WAIVED.

London, February 7.

Owing to the scarcity of labour, due to enlistments, the Lancashire cardroom weavers have agreed to relax the rules and allow females and youths to work in the card blowing room.

THE TEA TRADE.

London, February 7.

The *Times* learns that the War Office and the tea trade have agreed regarding the tea supply to the Forces. All companies shall tender by the end of this week at rates much below those ruling in London.

It is pointed out that the lower rates for delivery at Calcutta are to some extent justifiable, since the Government will pay rupees which will immediately be available for expenditure by the Companies, who will also not be concerned with freight difficulties.

CANADA'S WAR VOTE.

London, February 8.

Reuter's correspondent at Ottawa states that the House of Commons has passed a War Appropriation Bill for \$500,000,000. Parliament has adjourned until April 19 to enable Sir Robert Borden to attend the Imperial Conference.

SUGAR RESTRICTIONS.

London, February 8.

The Press Bureau states that the Food Controller prohibits dealings in sugar without a permit outside the United Kingdom, and requires returns of stocks of brewers' sugar and the warehousing of new arrivals thereto. He also prohibits withdrawal without a permit.

[In the event of telegrams arriving too late for insertion on this page they will be found on an extra.]

LIQUOR PROHIBITION.

Shipbuilders' Demand.

London Dec. 18.—On Saturday the shipbuilders and marine engineers on the Clyde decided in favour of total prohibition of the sale of alcoholic liquors as a necessary step for securing efficiency in the shipyards, and sent the following telegram to the Prime Minister:

A meeting of the Clyde and West of Scotland shipbuilders and marine engineers was held to-day to consider, at the request of the Board of Trade, what steps could be taken to accelerate the protection of merchant vessels.

The meeting was unanimously of opinion that, as the existing war conditions of industry and employment render the attainment of the maximum production of ships and engines impossible, definite and drastic action by the Government is required in order to obtain the conditions under which the Empire's necessity for maximum output can be fulfilled.

The first essential step in the immediate total prohibition of the sale of all alcoholic liquor throughout the United Kingdom, applied to all classes and individuals alike, and until this is done further essential steps cannot advantageously be taken.

A continuance of the present inefficiency of national production is viewed with grave apprehension, and the meeting considered that the Government should require the nation to submit to this sacrifice. While, as shipbuilders and engineers, the meeting was chiefly concerned with the beneficial effect that such a step would have on the output of merchant tonnage, it was agreed to direct attention to the large amount of labour, materials, foodstuffs, and means of transport, particularly of shipping transport, so urgently called for, which would be set free for more urgent national requirements. The meeting instructed that the foregoing be transmitted to the Prime Minister.

(Signed) Thomas Biggart,
Secretary Shipping and Engineering Employers' Associations,
Glasgow.

DON'T FORGET.

TO-DAY.

Victoria Theatre—9.15 p.m.
Bijou Theatre—9.15 p.m.
New Hongkong Cinematograph—9.15 p.m.

TO-MORROW.

Chinese Y.M.C.A. Building—
Foundation stonelaying at 2.30 p.m.
H.K. Police Reserve—Inspection and concert.

Victoria Theatre—9.15 p.m.
Bijou Theatre—9.15 p.m.
New Hongkong Cinematograph—9.15 p.m.

Kowloon Land and Building Co.—Shareholders meeting; 11 a.m.
Humphreys' Estate and Finance Co.—Shareholders meeting; noon.

Saturday, February 17.
Hongkong Hotel—Shareholders meeting at noon.

Saturday, February 24.
Hongkong & Shanghai Bank—Shareholders meeting at noon.

NOTICES.

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Those who intend learning the Chinese language are requested to write to Mr. Li Hoo Yau, Chinese Teacher, 100, Wellington Street, second floor.

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MESSRS. ALEXANDER'S, GROCERIES.

GENERAL NEWS.

His Six-Sausage Breakfast.

Appealing for her manager at Ashford (Kent) Military Tribunal, the proprietress of a restaurant said there was plenty of money, and people seemed to live for eating. One customer ordered six sausages for breakfast, but she refused, telling him that there were other people who also wanted food.

The World's Coal Supply. Professor Letzner, one of the experts deputed by the Austrian Government to draw up reports upon after the war problems, estimates that at the present rate of exploitation the coal mines of Great Britain will be exhausted in 720 years, whereas Germany has enough coal for 1,800 years. In the latter computation he includes the coal regions of Belgium and France now occupied by the Germans.

Riveters' Day. It was stated at Cardiff Municipal Court, when nine members of the Boilermakers' Society were summoned for refusing to obey lawful orders, that the men could earn 30s. to £2 a day at the rate offered. Instructed to do riveting work at 37s. 6d. per 100 rivets, the men, it was stated, refused to go on piece work at less than 50s. per 100 rivets. The rate offered had been accepted by the Boilermakers' Society. As there was no direct evidence against five of the men, the summonses against them were dismissed. The other men were fined £2 each.

Japan's Hoard of Gold. The gold hoards on Japan's account are once more increasing, according to the report of the Finance Department, published at Tokyo recently. On January 25, the total value of the metal held stood at Y. 711,000,000, an increase by Y. 2,000,000 as compared with the previous report published 10 days earlier. This gain is solely due to the inflation of the Bank of Japan's holdings in Japan. The Government holdings are estimated at Y. 260,000,000 while the hoards on the account of the Bank of Japan are Y. 451,000,000. Of the total Y. 225,000,000 only is kept at home and the balance of Y. 486,000,000 is kept at London and New York.

A Frenchman's Plea. Application was made at the City of London Tribunal recently by a Frenchman of seventy-five for an employee who had been with him for twenty years, and whose services he found invaluable. "I have seventeen nephews and my partners fighting," said the applicant. "But look at these papers. Regard the mistakes in grammar owing to assistants who do not know the trade. What can I do?" Asked if he wished to make still further application if a temporary postponement were granted, excitedly: "No. I do not want to keep him from his duty." The chairman granted a temporary postponement. A member of the tribunal added, "We appreciate your patriotism, and wish you good luck."

Parliament and the Bank of China. Peking, Feb. 2.—Shortly after the opening of the House of Representatives yesterday a motion was introduced to sitter the agenda in order to hear the report of the committee appointed some time ago to investigate the condition of the Bank of China. The motion was carried and a secret session was then held, which occupied most of the afternoon. A motion was then carried demanding the presence of the Minister of Communications and the Minister of Finance in order that they might answer questions concerning Chinting Bank (Bank of Communications) Loan. This motion will be carried into effect at the next meeting. The election of the 13 members for the Joint Commission of the two Houses in settle the Paoli Syndicate loan question was then held. The House then adjourned.

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Business correspondence should be sent to the Manager.

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The Hongkong Telegraph.

HONGKONG, FRIDAY, FEBRUARY 9, 1917.

THE ENEMIES OF MANKIND.

Yesterday's cables produced quite a crop of incidents illustrating Germany's conception of abiding by her pledged word. Chief amongst them was the sinking of a Danish steamer which was carrying a cargo of maize for the relief of the Belgians, which is in direct contravention of the assurance given to the American and Spanish Ministers at Brussels that relief ships should not be interfered with; the torpedoing, without warning, of the passenger steamer Port Adelaide; and the submarine of the Peruvian sailing ship Lorton in Spanish territorial waters. These cases are sufficient to show that Germany has definitely pledged herself to the policy of unrestricted submarine warfare, by which she hopes to frighten the Allies into peace and to scare neutrals from taking measures for the protection of the lives and property of their subjects. Up to date—and a week has passed since the new German "blockade" was put into operation—the new frightfulness has not been very fruitful for the enemy, but, apart from the number of ships sunk, the instances which we have quoted suffice to reveal Germany in her self-confessed role of a nation which neither knows nor respects any of the laws of humanity or of civilisation.

If we look a little closely into the cases cited we shall see what sort of a nation Germany is, and what her ideas of playing the game are. To take the instance of the sinking of the relief ship, not only do we find in it a breach of a solemn undertaking—it also means that Germany does not care a rap whether French and Belgian citizens in occupied territory starve or not. Ordinarily there is an obligation on invaders to see to the well-being of the people of occupied soil, but we all know how great the necessity has become in this war for neutral nations to step in and do that which Germany herself has been both unable and unwilling to perform. It has been a distinct relief to Germany to be able to count on such assistance from outside sources, but what can be said of a nation which, when accepting the offer, agreed not to molest the supply ships, and then coolly sends one of these vessels and her precious cargo to the bottom of the sea? Nor is Germany concerned about her plighted word to the United States when one of her submarines torpedoes, without warning, a steamer carrying civilian passengers, as in the case of the Port Adelaide. And as another indication of the value of Germany's professed anxiety to consider neutrals we have the sinking, in the territorial waters of one neutral nation, of a sailing vessel flying the flag of another non-combatant country. Can it be wondered, in face of facts like these, that the world should rise in protest against the German idea of warfare? These three cases alone supply ample justification for all neutral nations to declare war on the enemy of mankind, as, whether the interests of specific countries have been injured or not, they mark a deliberate ignoring of principles which all civilised peoples profess to uphold.

But there is another side to the picture, and that is the vacillating attitude of our enemies, due to their inherent cowardice and the fear of speedy punishment for their sins. For example, the Americans taken prisoner from the Yarrowdale have been released on declaring that they were not aware that armed merchantmen are regarded by Germany as warships! Here we see the fear Germany has of adding to the number of her enemies. And if proof of hypocrisy is required, it can easily be found in the fact that German submarine commanders do not as a rule, before sinking a vessel, interview neutral passengers or seamen who may happen to be aboard. The wriggle is obvious. Then there is the pitiful figure which Count Karolyi cuts when he equates about the two million Hungarian subjects in America, "whose fate might be serious in the event of war." We have in these incidents, picked at random from a day's telegrams, a true picture of our enemies—bullyies at one moment, and abject cowards the next. And so will they go on the ebb of the piece. But that end, if we read the signs of the times correctly, is not far off.

The Treacherous Man.

During the past few days the point must have suggested itself to very many people that some significance is to be attached to the fact that the crews of German steamers interned in American ports have been damaging their vessels to such an extent as to make them unfit for seagoing purposes in the immediate future. If the Germans really believe that the present crisis will not come to an actual breach between their Government and the United States, why should they inflict injury on their own interests in this way? The only reasonable motive which one can ascribe to these German mariners for so doing is that they are convinced that a rupture will take place, and, dog-in-the-manger-like, they argue that, if America is to seize these vessels, she shall not be able to turn them to the immediate use of herself and the Allies generally. But, in the meantime, if war is averted, these individuals have forsaken being rendering a very pretty service to their country! Whether these incidents are to be traced to the belief we have cited, or whether they may be attributed to the inherent mischief-making propensities of the Huns, does not really matter very much. The one point to be kept in mind is that these happenings only show how sharp an eye needs to be kept on the Germans abroad. If he will do these things in the territory of a nation which is still neutral, to say nothing of the blowing up of bridges, railways and factories, what would he not do, if he had the opportunity, when the neutral nation became a sworn enemy of his country?

A Useful Innovation.

The promoters of the Police Reserve entertainment which is to take place to-morrow night surely deserve a word of commendation for introducing into their programme a boxing display that can be watched by ladies. From the average boxing match women are necessarily barred, in a dozen ways. Often there is heavy betting on one of the contestants, and betting may mean a good deal of excitement, and sometimes a good deal of language. The house, too, may feel called upon to express its opinion of the referee's ruling—to the extent of what, to the average feminine mind, would be practically a riot. At times, moreover, contestants themselves get out of temper—and again things happen. One need not go into detail, but there is every reason why the average man would not care to take his woman-kind to see the typical fight. But that irremovable in invader, the Police Reserve, has seen a way out of the difficulty, whereby ladies can sit and watch all the essentials of the sport as a sport without being in any way annoyed or revolted, and on this matter as well as on many more, we offer it our congratulations.

Wake Up, Reuter.

For what, pray, are the four Hongkong papers paying Reuter a good round sum every year? Is it for special war news and for items of peculiar interest to the Far East, or is it for "descriptive" twaddle, done in best Daily Mail style and for slabs of stuff about Indian politics? It may be that Reuter is a little hazy as to the geographical position of places like the Straits, Hongkong and Shanghai. During a brief sojourn at Home two or three years ago we found quite a number of otherwise well-informed people who were under the impression that Singapore is in India and that Hongkong and Shanghai are as closely related as Liverpool and Birkenhead; and this may account for our friend's thinking that we out here are burning to know the minutest details about Indian affairs. But it does not cover Reuter's other offences: such offences as the sickly blather in yesterday's wires about "thrones shrouded in white clothe, almost sepulchral" and so forth. Nor does it excuse the fact that we have never had a word either of confirmation or of denial relative to the Hayas statement that the Moewe had been sunk. Nor, again, does it explain why we recently received a Japan wire two days after having received the Tokyo papers containing a full account of the matter in hand.

After paying all expenses of production, a draft for £550 sterling has been forwarded to The Lady Cowdray, Hon. Treasurer of the British Women's Hospital "Star and Garter" Building Fund, as the result of the performances of this play, which probably creates a record for theatrical contributions to charities sent from this Colony.

The Committee of the Amateur Dramatic Club take this opportunity to thank all those who assisted in any way in the production, as well as the many firms and business houses who kindly helped it to arrive at so good a result by free gifts or reduced prices.

DAY BY DAY.

WHEN A MAN'S OWN DOG WON'T FOLLOW HIM BEWARE OF THAT MAN.

The Dollar.

The opening rate of the dollar on demand to-day was 2s. 4d./16d.

To-morrow's Anniversary.

To-morrow is the 142nd anniversary of the birth of Charles Lamb.

No Permit.

A Chinese who was charged before Mr. J. R. Wood, at the Police Court this morning, with exporting a quantity of sulphur without a permit, was fined \$100, or, in default, six weeks' hard labour.

Piano Recital Proceeds.

The proceeds of Mr. Dennis Fuller's piano recital given at Government House on Monday last amounted to \$1,000.25 in all, of which the sum of \$145.25 goes to the Scottish Women's Hospitals Fund and the balance to the H.K.W.W. Association.

An Additional Defendant.

Before Mr. J. R. Wood, at the Police Court this morning, another man was charged in connection with the seizure of 1,400 lbs. of opium on board the s.s. Sci Kai, the master of which was charged yesterday. The man was remanded until next Wednesday.

"The Elijah."

Practices for "The Elijah" will be held in the Cathedral at 6.15 p.m. on Thursdays during Lent, commencing on Thursday, March 1. Mr. Dennis Fuller will be glad to hear from any wishing to help as soon as possible. The performance will take place on Good Friday evening and a collection will be made on behalf of certain deserving War Charities.

Caught by Police Reservist.

A Chinese, of the coolie class, went into a shop in Queen's Road West, yesterday, and said he wanted to buy a jacket. He was shown one, and, while the shop people were doing other business, he ran out of the shop with the jacket. This was given but the man succeeded in getting as far as Des Vaux Road, when he was caught by P.S. (B) 67. Before being caught he had thrown the jacket away. When charged before Mr. J. R. Wood, at the Magistracy this morning, the man was sentenced to a month's hard labour.

Godown Employee Charged.

A Chinese employed by the Hongkong and Kowloon Wharf and Godown Company was charged before Mr. J. R. Wood, at the Police Court this morning, with stealing a quantity of tinned milk, some isinglass, and salt fish. It was stated by Inspector Gordon that the fish was taken out of a hale which had been broken into, but the other articles could not be traced as missing. They were obviously stolen off a ship. The defendant admitted the theft, but said he took the fish to eat, and not to sell. The case was adjourned until Monday so that his Worship might be given an account of the man's record.

"KISMET."

Net Proceeds of the Production.

CHINESE ENGINEERS.

Their Employment by British Firms.

Professor Middleton Smith, of the Hongkong University, contributes the following article to a recent issue of the *Engineer*:

Having completed a four years' course of study, the first graduates in engineering of the British University of Hongkong have been seeking what is really "the start in life." About eight weeks after the pass results of the finals were made known, a British firm in the Far East applied to the writer for two assistant civil engineers. This firm suggested that, as the young Chinese graduates had not the advantage of practical experience, they were prepared to offer about ten shillings a week for the first year, fifteen shillings a week for the second, a pound a week for the third, with a place on the permanent staff at the end of that time, if these young engineers, in the expressive phraseology of the Americans, "made good." As many of the graduates in civil engineering in Great Britain usually found it difficult to obtain employment without the payment of a premium—the writer is, of course, thinking of pre-war conditions—the offer seemed good.

An elderly and highly respected Chinese British citizen was consulted, and he advised the writer that the terms offered were not good enough. Indeed he spoke so seriously on the subject that there seemed nothing for it but again to interview the would-be employers of Chinese graduates. These people very kindly agreed that the conditions in China are very different from those which obtained in Britain before the war; and it was on those conditions that they had based their offer. They were anxious to give the new graduates a trial, and would be glad of suggestions as to remuneration from those who had trained them.

This put the writer in rather a dilemma. He quite honestly thought that the original offer was one which any young engineer would be well advised to accept. However, the fact was certain that the Chinese themselves thought that the salary was insufficient. On the one hand, it would be a good thing for the University of Hongkong if this British firm absorbed a couple of graduates in engineering each year, as they possibly might do if they were satisfied with these first two. On the other hand, they must not expect too much from young men, who, while excellent draughtsmen, and reliable as calculators, knew not a great deal about civil engineering. For, after all, while they had had what is believed to be a sound general training in the general principles of engineering work, they had only been introduced to the subjects of surveying, and the design of structures, for a couple of years before graduation, and they had given their attention, during those two years, to other subjects, such as hydraulics and electrical technology.

The firm seemed willing to be generous, and the Chinese seemed to put a considerable value on technical knowledge. Under these circumstances the writer suggested that these young assistant engineers should be paid the equivalent of five pounds a month for the first year; seven pounds ten shillings a month for the second year, and ten pounds a month for the third year. It should be mentioned that the University of Hongkong offers board and lodging to a Chinese student for about thirty-six pounds for a whole year. Chinese food is very cheap, and the above fees are calculated so that the University receives a reasonable rate of interest on the capital expenditure for the buildings, after paying all the running expenses of the colleges, or hostels, in which the students live. It was therefore, reasonable to suppose that the assistant engineer on five pounds a month would be able to keep himself. It was, of course, almost certain that he would be married before graduation, but then, according to the custom of the Chinese, his wife and family would live with his parents.

The Committee of the Amateur Dramatic Club take this opportunity to thank all those who assisted in any way in the production, as well as the many firms and business houses who kindly helped it to arrive at so good a result by free gifts or reduced prices.

TO-DAY'S MISCELLANY.

It is a reminder of the length of the war to the name of Julius Caesar in the honour list, says the *Daily News*. As a fact, Lieutenant Julius Hildebrandt Caesar, of the Shropshire Light Infantry, has been awarded the Military Cross. There was a famous Surrey cricketer named Julius Caesar in the sixties; he was a member of the Oval team which beat All-England. A tale is told of an occasion when the crowd round the ropes were, in the usual way, discussing the merits of rival counties. One enthusiast referred to "the time when Julius Caesar played for Surrey." "Garn! Who's you gettin' at?" replied an indignant listener. The most famous Julius Caesar, other than the original, was Sir Julius, born at Tottenham in 1557, who was a judge under Elizabeth, and after a distinguished legal career was appointed Master of the Rolls by James I. in 1614. He was a predecessor of Mr. Bonar Law as Chancellor of the Exchequer, though the office did not mean quite the same thing in those days.

The spirit of a free people, although overwhelmed by the Huns, is not destroyed, says the *Globe*, and it is interesting to learn from the bulletin of the Imperial Institute that, in spite of the fact that almost the whole of Belgium is in German occupation, the Belgian Government continue to carry on the work of developing the economic resources of their vast African colony, the Belgian Congo. The quarterly "Bulletin Agricole du Congo Belge" is published by the Ministère des Colonies Belges at their temporary quarters in London. Products are being sent from the colony for examination, and inquiries relating to tropical agriculture are received. As the Belgian authorities have not their original facilities for dealing with products or inquiries as in the splendid institute which the late king built in the wood at Saignies, the Imperial Institute is affording assistance.

Should the candidature of the Austrian Archduke Stephan to the Begemey or to the Throne of the new Kingdom of Poland be persisted in, says the *Daily News*, it would be another straw to mark the freshening wind between Vienna and Berlin; for no one, despite the Archduke's Polish blood, can imagine that the claim can be gratifying to Germany. There are signs, indeed, even discounting the statement which has already appeared in print that the German peace offer originated in the Ballplatz, that the situation in Austria, could we know more about it, would shed a great deal of light on Bethmann-Holtz's dramatic announcement.

Records of those who have fought or are fighting for their country may be found in unoccupied places nowadays, says the *Chronicle*. A railway carriage, that since the war began must have made innumerable journeys to and from a nameless seaport, bears inside it, on the white painted boards of its roof, an intricate but orderly record of the fighting men it has carried. The tale begins on a certain date in 1914:—"C Company, Duxbury Regiment, To France." There are no names, but a long list of companies and regiments follows this first inscription, each bearing a later date than the one before, and the words "Same direction" coming after each record. Those who make a hobby of scribbling on blank spaces wherever they find them do not often dignify the space they use, but these records are a different affair. It is to be hoped that when spring-cleaning time comes, the railway companies will spare the places where our soldiers have thus "written themselves up."

The Anchor Case.
The former First Officer of the s.s. *Hue*, who is charged with stealing two ship anchors, was before Mr. J. R. Wood, at the Magistracy this morning, on a formal remand. On the application of Mr. F. C. Jenkins, who is defending the next hearing, was fixed for next week.

(Continued on page 5.)

CHINESE ENGINEERS.

REMOVAL OF BRANDY.

ELECTRIC LIGHT DUTIES.

(Continued from Page 4.)

Thus it has come about that the civil engineering graduate in China values his services at about ten pounds a month, as a minimum. He explains that a medical student can command that salary as soon as he has received his M. B. degree. He says that a Chinese graduate of a foreign university, who enters business with a Chinese firm in the treaty ports, is paid at least ten pounds a month. One of our graduates in civil engineering has joined a Hongkong Chinese firm of contractors. He is probably the only member of the firm who can read and write and speak both English and Chinese fluently. Some of these local native contractors undertake work involving very large sums of money. There are large reclamation schemes, water supply projects, and railway construction in and around the colony of Hongkong. It is probable that the graduate with this firm is the only person in it who can make a proper drawing, who can calculate steel work, or who knows anything of surveying or the theory of structures. He will, almost certainly, one day be a wealthy contractor himself. It is not unlikely that he is paid two or three times as much as the graduate in England who leaves college with a degree, but only one language.

The First Graduates.

It will probably interest the readers of this journal to know that, of the thirty-seven undergraduates in engineering who entered the University of Hong Kong in 1912, about one-third of that number have reached the required standard for graduation. The course takes four years to complete. A majority of students will probably take five years to pass all of the examinations. All of the engineering students take the degree of B.Sc. (Eng.), but in their fourth year they specialize on subjects bearing directly upon civil, mechanical, or electrical engineering.

The majority of the engineering students take up the first-named branch. This is not altogether unexpected, as China is an undeveloped country, and there is such a hankering after the Government service. The mechanical engineering students seem inclined to go abroad for further study in mining or in shipbuilding work, neither of which is included in the curriculum at Hongkong. The graduates in electrical engineering have been attracted to the large works in America, where special facilities are given to them. It is quite useless, while the war continues, to urge them to go to Britain, for they will not take any risk. Nor does it seem likely that they would be admitted to the works now under Government control.

Good Prospects.

It seems extremely probable that all of these graduates in engineering from Hongkong will be very successful in accumulating wealth. They cannot graduate until they have reached a standard very much higher than that of other technical institutions in China. Comparatively speaking, they are well equipped. They, all of them, seem to possess, almost as a natural instinct, commercial genius. They will become agents for firms in Britain or America, but they will expect a good reward for their labour.

They will explain to their friends and relatives that money invested in engineering schemes in China is usually very productive of interest. They will point out the methods of utilising water power; the advantages of electricity, and the opportunities for machinery to replace manual labour.

It is an axiom that China is a country in which the impossible and unexpected happens. The country contains such a wealth of natural resources that bad government and anarchy does not prevent great increases in the exports and imports. In twenty years—from 1891 to 1911—the growth was 300 per cent. A full half of the whole was British. It is only seventy-five years ago that Hongkong was a home of pirates.

Wing On Company Fined for a Technical Offence.

The Wing On Company was summoned before Mr. J. R. Wood, at the Magistracy this morning, for a breach of the conditions of a permit obtained under the Liquors Ordinance.

Mr. J. Lloyd, Superintendent of Imports and Exports, appeared to prosecute, and Mr. F. B. L. Bowley defended. A technical offence was admitted.

The facts of the case, as outlined by Mr. Lloyd, were that on February 2 the Company obtained a permit to remove 28 cases of brandy—equivalent to 56 gallons—from the general bonded warehouse at Kowloon to the s.s. Childe, which was loading at West Point for Swatow. Under the conditions of the permit, the brandy should have been taken straight to the ship, and have reached the vessel before 6 p.m. As a matter of fact, the sampan carrying the goods went over to Hongkong and stayed by the side of the French Canton boat pier all night, the brandy being taken ashore and stored in the Company's premises. Early the next morning it was put back on the sampan, and it was there that it was found by Revenue Officer Dawson.

His Worship:—It means that the taking of the brandy on board was delayed beyond the time allowed.

Mr. Bowley explained that the Company received an order for 28 cases of brandy to be shipped on board the ship, and they at once obtained a permit, and sent a sampan to convey the goods. As a matter of fact, the sampan did not leave Kowloon until nearly five o'clock, and then came across to Hongkong to get the cases roped into fours, as was the usual custom. By this time it had got too late to take them to the ship, and it was also too late to notify the Permit Office. The cases were then taken to the Company's store and put under lock for the night.

As they were anxious to get the stuff on board in time, they were going to send it straight to the ship early the following morning, but the Revenue Officer discovered the goods whilst they were on the sampan. It was purely a technical offence.

Mr. Lloyd pointed out that the danger of allowing spirits to be on shore all night was that the spirit could be extracted from the bottles and a substitute put in. No one would know until the goods reached their destination, and then it could be said that the goods had been tampered with on board. That made it possible for people to get spirits into the Colony without duty being paid. That was the danger, and they were anxious that the practice should be put a stop to. He asked for the confiscation of the spirits, which was valued at \$700.

His Worship declined to make an order for confiscation, thinking that it was purely a technical offence which had arisen through circumstances. He imposed a fine of \$100.

Selected Volunteers and Volunteer Reserves.

To-day's Volunteer Orders state that the undermentioned Volunteers have been selected for instruction in electric light duties and will attend at Volunteer Headquarters on Saturday, 10th instant, at 5:00 p.m. for further orders. Mufti may be worn. Captain Russell and the Mechanist Instructors will attend:—Corps. A. J. W. Rosser, L. M. Whyte, W. E. L. Shenton, L. S. Greenhill, R. S. Vergeote, Fics. F. W. S. Evans, Syme Thomson, Findlay Smith, I. Grant Smith, W. A. Cornell, E. G. Smith, G. B. Layton, A. H. G. Jackson, M. M. Mass, H. J. Nairn, G. H. Piercy, J. Rodger, R. A. Wilkinson, W. R. Mansfield, W. W. Manning, A. H. Crew, L. A. Barton, C. Woodhead, J. Dickson, D. J. Brown, A. Simons, R. J. Rawlinson, T. Miller, J. D. Dick, T. O. Nixon.

The undermentioned members of the H. K. V. R. have been selected for instruction in electric light duties and will attend at the Volunteer Headquarters on Saturday, the 10th inst. at 5 p.m. Mufti will be worn:—Lie. Cols. J. B. Thomson and S. Lack, Pteas. D. A. G. Alcock, J. H. Barr, F. A. Brown, A. Hamilton, F. C. Hurley, A. W. Miller, D. Murphy, A. G. Pile, P. Tester, W. Weir, W. Wotherspoon, W. J. Woodman.

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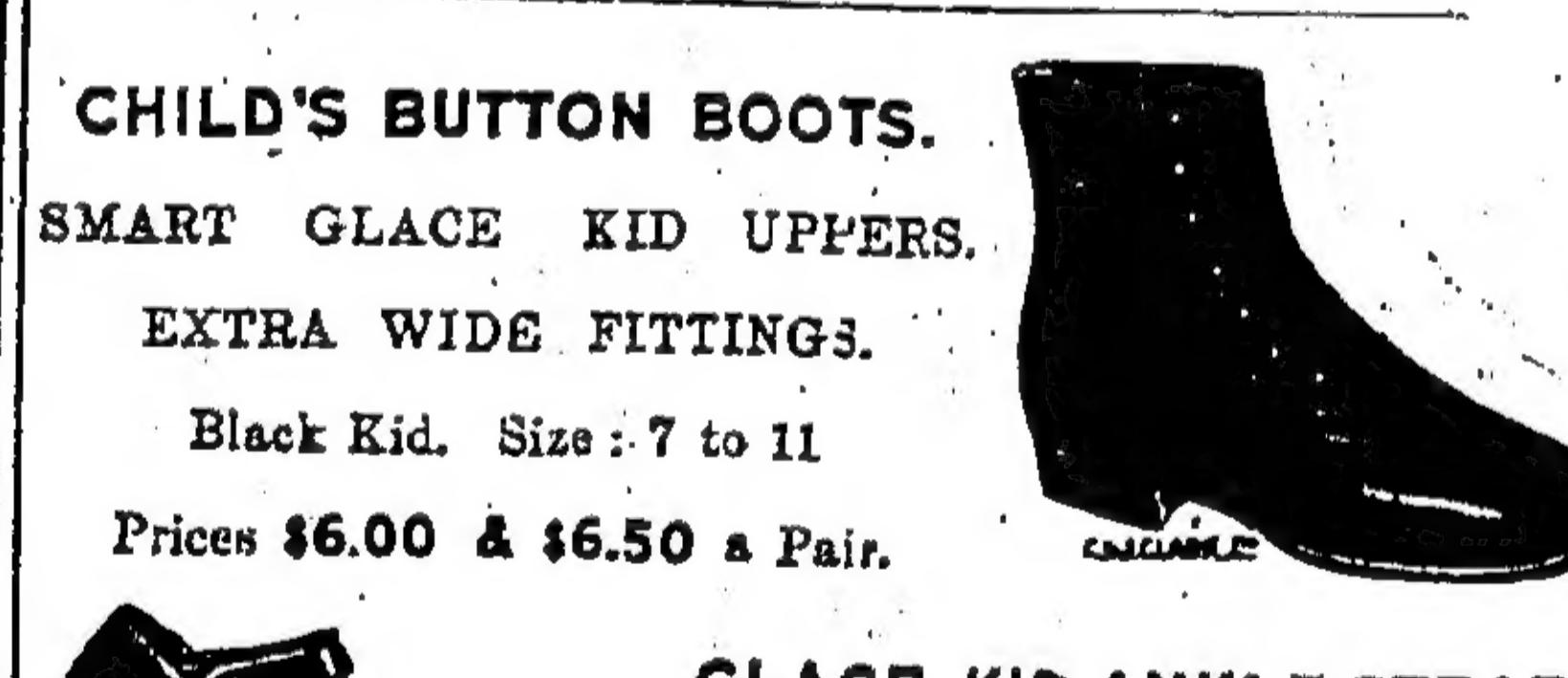
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to the hard word of the Brigade, the flames, which were very fierce, did not spread further, and the Brigade was able to leave at 6.30 this morning, though the premises were still smouldering.

Sergeant Sutton was slightly hurt when part of the roof fell in, and he had a very narrow escape from severe injury.

At present the cause of the fire is unknown, there being nobody living on the premises at the time. The goods at No. 5 were insured in four insurance offices for \$35,000, and the goods in No. 4, which is also a godown, are insured for \$25,000.

Although the Fire Brigade was prompt in arriving, and worked well to confine the flames, the next building became involved, and the first and second floors of both houses were gutted. Owing

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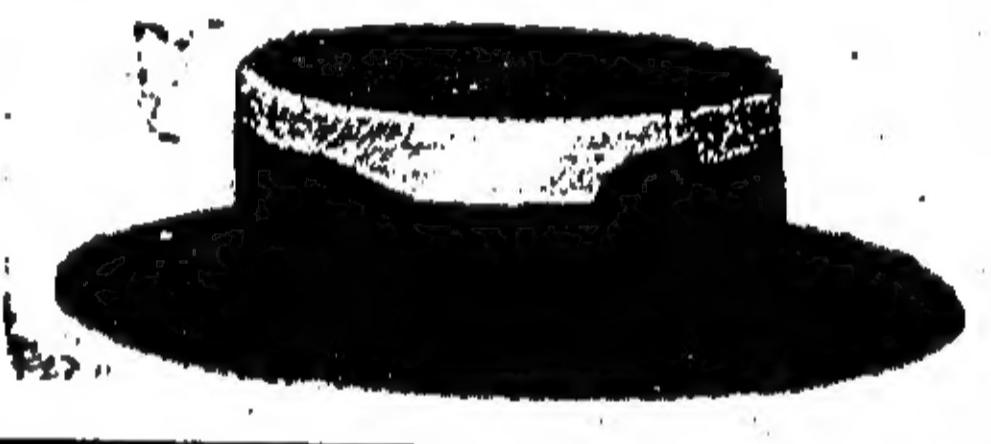
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SAILINGS SUBJECT TO ALTERATION.

For Steamers. To Sail.

NINGPO & SHANGHAI Kiukiang 10th Feb. at d'light.
SHANGHAI 10th Feb. at noon.
SHANGHAI 11th Feb. at d'light.
SWATOW/BANGKOK Changchow 13th Feb. at noon.
PAKHOI & HAIPHONG Sungkiang 14th Feb. at noon.
MANILA, CEBU & ILOILO Chinhu 15th Feb. at noon.
SHANGHAI 15th Feb. at 4 p.m.
MANILA, CEBU & ILOILO Taming 21st Feb. at noon.
DIRECT SAILINGS TO WEST RIVER. Twice Weekly.
S.S. "LINTAN" and S.S. "ANSUL".

MANILA LINE—Twin Screw Steamers "—" and "—" Excellent saloon accommodation amidships; electric fans fitted; extra staterooms on deck aft on "—" & "—" SHANGHAI LINE—PASSENGERS, MAILS AND CARGO.

"—" and "—" with excellent accommodation, electric light and fans in Saloon and State-rooms, maintain a regular schedule service between Canton, Hongkong and Shanghai, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transhipment at Woosung.

For Freight or Passages apply to

BUTTERFIELD & SWIRE,

Agent.

Telephone No. 36.

Hongkong Feb. 9, 1917.

JAVA-CHINA-JAPAN LIJN.

Regular Fortnightly Service between CHINA and JAPAN.

Summer	Fall	Expected on board	Will leave on	For
Tjilatjap			14th Feb. 20th Feb.	SHANGHAI
			20th Feb. 26th Feb.	KOBE

"All steamers fitted with Wireless Telegraphy."

"The steamers are all fitted throughout with electric light and have accommodation for a limited number of saloon-passengers. All steamers carry a duly qualified Surgeon. Cargo taken at through rates to all ports in Netherlands-India and Australia." For particulars of Freight and Passage, apply to the

JAVA-CHINA-JAPAN LIJN.

Telephone No. 1574.

York Building. 116

THE EASTERN & AUSTRALIAN STEAMSHIP CO., LIMITED.

MAIL SERVICE TO AUSTRALIA.

(SUBJECT TO ALTERATION WITHOUT NOTICE.)

Steamer.	Arrive Hongkong from Australia.	Leave Hongkong for Australia.

The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. All State-Rooms have Electric Fans. A duly qualified Doctor and Stewards are carried. All Steamers Fitted with Wireless Telegraphy.

For further particulars, apply to

Gibb, Livingston & Co.

JAVA PACIFIC LINE
OF THE JAVA-CHINA-JAPAN LIJN.

Monthly Service between MANILA, HONGKONG AND SAN FRANCISCO.

Next sailings for SAN FRANCISCO via NAGASAKI.

Subject to change without Notice.

S.S. Tjikondari 17th Feb. | S.S. Tjikembang 13th Apr.

Bintang 18th Mar. | Arakan 14th May.

ALL STEAMERS FITTED WITH WIRELESS TELEGRAPHY.

The steamers have accommodation for a limited number of saloon passengers and carry a duly qualified surgeon.

Cargo taken on through Bills of Lading to all Overland Points in the United States of America and Canada.

For particulars of Freight and Passage, apply to

JAVA-CHINA-JAPAN LIJN.

Hongkong, York Buildings. Managing Agents.

Arrivals and Departures from the Company's Wharf (near Black Pier).

For Freight and Passage, apply to

Douglas Lapraik & Co., General Managers.

INDO-CHINA STEAM NAVIGATION CO., LTD.

(Projected Sailings from Hongkong.—Subject to Alteration).

For Steamship.

On

MANILA Loongsang Sat. 10th Feb. at 3 p.m.
SHANGHAI via Swatow Kwongsang Sun. 11th Feb. at d'light.

HAIPHONG Loksang Sun. 11th Feb. at 7 a.m.

MANILA Yuenshang Sat. 17th Feb. at 3 p.m.

SANDAKAN Hinsang Wed. 21st Feb. at noon

CALCUTTA LINE—Three sailings per month from Hongkong to Calcutta calling at Singapore and Pepong.

These steamers have excellent passenger accommodation, are fitted with Electric Light and carry a duly qualified surgeon.

SHANGHAI LINE—Sailings approximately every five days between Canton and Shanghai, sometimes calling at one or two intermediate points. The latest news of passenger and cargo rates will be published in the Shanghai Times.

MAHILA LINE—A weekly service is maintained with Manila by vessels with good passenger accomodation, sailing from both ports every Saturday.

HAIPHONG LINE—Sailings approximately weekly for passengers and cargo, calling at Haiphong.

BORNEO LINE—Two sailings per month between Hongkong and Sandakan by steamers having up-to-date accommodation for passengers.

Cargo taken on through Bills of Lading for Kedah, Jesselton, Labuan, Tawau and Lahad Datu.

TIENTSIN LINE—A regular service is run from March to October between Hongkong and Tientsin, calling at Weihaiwei and Chinkiang.

Under Straits Government Passport Regulations.

All European Passengers, leaving the Colony for Straits Settlements, are required to produce on arrival at destination passport with their Photographs and description affixed thereto.

For Freight or Passage, apply to

JARDINE, MATHESON & CO., LTD.

Telephone No. 215. General Managers.

COMMERCIAL NEWS.

SHIPPING.

KONINKLYKE PAKETVAART MAATSCHAPPIJ.

DUTCH PACKET NAVIGATION CO.

This vessel plies regularly between HONGKONG & BELAWAN
DELI (Sumatra) via Swatow.
Next sailings from Hongkong:

This vessel has excellent saloon accommodation for a limited number of passengers, is fitted with all modern conveniences and carries a duly qualified surgeon.
For freight and passage apply to—
York Building, Tel. 1574,
Hongkong, 30th Dec., 1916.

JAVA-CHINA-JAPAN LIJN.
Agents.PACIFIC MAIL S.S. CO.
U. S. MAIL LINE.

Operating the new First Class Steamers
"ECUADOR," "VENEZUELA" and "COLOMBIA"
14,000 tons each.

Hongkong to San Francisco,
via Shanghai, Kobe, Yokohama and HONOLULU.

THE SUNSHINE BELT.

The most comfortable route to America and Europe.

Sailings from Hongkong:

S.S. "VENEZUELA" March 1, May 21.

S.S. "ECUADOR" March 28, June 18.

S.S. "COLOMBIA" April 23.

These steamers have the most modern equipment including
ALL LOWER BERTHS and Large
Comfortable Staterooms (all single and two berths only).
The Safety and Comfort of Passengers is our First Consideration.
Tickets are interchangeable with the Teyo Kisen Kaisha and the Canadian
Pacific Ocean Service, Ltd.

For further information, rates, literature, schedules etc.

Apply to—
Company's Office inALEXANDRA BUILDINGS,
Chater Road.

Telephone No. 141.

HONGKONG, CANTON, MACAO
& WEST RIVER STEAMERS.JOINT SERVICE OF THE HONGKONG, CANTON & MACAO
STEAMBOAT CO., LTD., & CHINA NAVIGATION CO., LTD.

HONGKONG-CANTON LINE.

Single Fare by Night Steamer.....	\$ 6.00
Return Fare by Night (available also for return by day steamer) 11.00	
Single Fare by Day Steamer.....	5.00
Return Fare by Day Steamer.....	9.00

HONGKONG TO CANTON | CANTON TO HONGKONG.

FRIDAY, 9th FEBRUARY, 1917.

10.00 p.m. Kinshan. | 5.00 p.m. Fatshan.

SATURDAY, 10th FEBRUARY, 1917.

8.00 a.m. Honam. | 8.00 a.m. Heungshan.
10.00 p.m. Fatshan. | 5.00 p.m. Kinshan.

HONGKONG-MACAO LINE.

S.S. Taishan Tons 2,008. | S.S. Sui Tat Tons 1,651.

HONGKONG TO MACAO.

Week days at 8 a.m. and 2 p.m. from the Company's Wing Lk Street Wharf. Sundays, at 9 a.m. and 1 p.m. from the Company's Wing Lok Street Wharf.

MACAO TO HONGKONG.

Week days at 7.30 a.m. and 2 p.m. Sundays at 7.30 a.m. and 3 p.m.

EXCURSION TO MACAO.

SUNDAY, 11th FEBRUARY, 1917.

The Company's Steamship

"TAISHAN"

Will depart from the Company's Wing Lok Street Wharf at 9 a.m. and return from Macao at 3 p.m.

N.B.—The Company will also run a Steamer from Macao on Sunday at 7.30 a.m. and from Hongkong at 1 p.m., from the Company's Wing Lok Street Wharf.

FARES AS USUAL.

MACAO-CANTON LINE.

SERVICE SUSPENDED.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO
STEAMBOAT CO., LTD.; THE CHINA NAVIGATION CO., LTD.,
AND THE INDO-CHINA STEAM NAVIGATION CO., LTD.

CANTON-WUCHOW LINE.

S.S. SAHNAM 388 Tons, and S.S. NANNING 569 Tons.

One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday, and Friday, at about 8 a.m., and the other leaves Wuchow for Canton on the same days at 8.30 a.m. Round trips take about 5 days. Passengers can return to Hongkong or vice versa by the Company's direct Steamers LINTAN and SANWU. These vessels have superior Cabin accommodation and are lighted throughout by electricity. Electric Fan in each Cabin.

Booking Office open daily (Sundays excepted) 9 a.m. to 5 p.m.
Further particulars may be obtained at the Office of the

HONGKONG, CANTON, & MACAO STEAMBOAT CO., LTD.
HOTEL MANSIONS (First Floor), Opposite the Bank of China.

NOTICES.

WELLS FARGO & CO.

EXPRESS.

FORWARDERS TO ALL PARTS OF THE WORLD.
SPECIAL ATTENTION GIVEN TO THE
SHIPPING OF TOURISTS' BAGGAGE AND
PURCHASES. TRAVELLERS' CHEQUES CASHED.

B. MONTEITH WEBB & CO., Representatives.
1a, Chater Road.
Phone No. 1500.

AMERICAN EXPRESS COMPANY.

HEAD OFFICE... NEW YORK.

Branches and Agencies in all
parts of the Commercial World.BANKERS.
FORWARDERS.
TOURIST AGENTS.AMERICAN EXPRESS TRAVELLERS CHEQUES—
the best form in which to carry travel funds.

13. QUEEN'S ROAD, CENTRAL, TEL. NO. 2089.

E. HING

WING WOO STREET
SHIP CHANDLERS & GENERAL STOREKEEPERS.
STEEL, IRON, BRASS & METAL MERCHANTS,
WHOLESALE & RETAIL IRONMONGERS.

TELEPHONE 1116.

THOS. COOK & SON.

Tourist, Steamship and Forwarding Agents, Bankers, etc.

OFFICIAL PASSENGER AGENTS TO
THE PHILIPPINE GOVERNMENTTICKETS SUPPLIED TO ALL PARTS of the WORLD at
Tariff Rates.LETTERS of CREDIT and CIRCULAR NOTES ISSUED and
CASHED.

BAGGAGE collected, forwarded and insured at lowest rates.

Cook's "FAR EASTERN TRAVELLER'S GAZETTE" containing Sailings and Fares from the Far East to all parts of the World will be forwarded free on application.

Telegraphic address "COUPON." THOS. COOK & SON,
Telephone No. 524, 16, Des Voeux Road, HONGKONG,
also SHANGHAI, PEKING, YOKOHAMA, MANILA
Chief Office—LUDGATE CIRCUS, LONDON, E.C.

NOTICES.

HUMPHREYS ESTATE AND
FINANCE CO., LTD.

NOTICE IS HEREBY GIVEN
that the ORDINARY ANNUAL GENERAL MEETING OF SHAREHOLDERS in this Company will be held at the Hongkong Hotel, on SATURDAY, the 10th February, 1917, at 12 o'clock Noon, for the purpose of receiving the Report of the Directors together with a Statement of Accounts for the year ending 31st December, 1916.

The TRANSFER BOOKS of the Company will be CLOSED from the 5th February, to the 12th February, (both days inclusive), during which period no Transfer of Shares can be registered.

JOHN D. HUMPHREYS
& SON.
General Managers,

WATER RETURN.

Level and Storage of water in
Reservoirs on Feb. 1, 1917.CITY AND HILL DISTRICT WATER
WORKS LEVEL.

Consumption of water in the City and Hill Districts in millions and decimals of gallons during the month of Jan. 1917.

Consumption per head per day.....

TELEGRAMS.

[Reuter's Service to The "Telegraph."]

FLEMISH AUTONOMY.

London, February 8.
According to Reuter's correspondent at Amsterdam, the German papers state that a Council has been formed in Brussels for the purpose of considering steps for the introduction of full autonomy for the Flemish people.

BREAD TICKETS IN GREECE.

London, February 8.
Reuter's correspondent at Athens says that bread tickets are now being issued.

FRENCH GOVERNMENT'S NEW POWERS.

London, February 8.
Reuter's correspondent at Paris says that in the Senate the Government has introduced a Bill empowering the taking over of buildings and any other enterprise.

EARLIER TELEGRAMS.

THE WESTERN FRONT.

Lively Artillery Activity.

London, February 8.
A French communiqué states that there was fairly lively artillery activity in the sectors at Monthomme, Louvemont and Las Chambrettes.

British Capture Grandcourt.

London, February 8.
Field Marshal Sir Douglas Haig reports that as a result of continuous pressure on both banks of the Aire the enemy was forced to evacuate Grandcourt, which is now entirely in our possession, with the defensive works adjoining, along with some prisoners.

The enemy's attempted raid at night-time at Gueudecourt broke down under our barrage.

We raised the lines to the south-west of La Bassée last night, and killed a number of Germans, destroyed their dugouts and took prisoners.

There were many air fights:
Three German aeroplanes were driven down and damaged. Two of ours are missing.

AN ADMIRALTY APPOINTMENT.

London, February 8.
An Admiralty announcement states that Lord Lytton has been appointed an additional Parliamentary Secretary, representing the Admiralty in the House of Lords.

BRITISH TRADE RETURNS.

London, February 8.
The increase in exports is £10,103,275, and in imports £15,629,570, as compared with January of last year.

AMERICA AND GERMANY.

Washington, February 8.
A Washington message says the Senate has ratified the severance of relations with Germany by 75 votes to 5.

HOW TO FACE SEA RISKS.

"Respectable and Comfortable" Maxims.

"Trust the British seaman to pull you through if anyone can." Every Transatlantic passenger must feel that as he steps ashore, whether he land at a port in the United States, Canada, or England. One such passenger who has just reached Liverpool after spending 12 days in a tortuous but safe passage from New York is loud in his praise of the British man at the helm and on the bridge of the Transatlantic steamer in these perilous days. He hands us an invaluable set of precepts which the captain himself drew up and caused to be given to every passenger on embarking. It may be noted that this captain was only a month ago a survivor from a British liner sent to the bottom by a German mine. The precepts read:

"As a matter of precaution, when you retire to-night I should advise you to take off your boots only and keep them handy."

Place your pocket-books and valuables in the pockets of your warm coats and hang them up in a convenient place.

Should the alarm be sounded (four short blasts on the whistle) put on your warm clothes and lifebelts and go quietly and quickly to your boats and wait for orders. Don't commence to scream, as it gets on one's nerves. I do not anticipate any trouble. This is only a necessary precaution, as when savages are on the war-path one has to be prepared for them. —*Canadian Gazette*.

WAR COMFORTS.

More Gifts from Hongkong Ladies.

At the Committee Meeting of the Hongkong Association of Women War Workers held on the 7th inst. it was reported that the different departments had sent the following articles to Queen Mary's Needlework Guild:

From the Peak Club, through Mrs. Sandeman.—2,646 rolled bandages, 46 many-tail bandages, 22 stamp bandages, 5 eye bandages.

From the St. Patrick's Hall, through Mr. Jordan.—3,096 rolled bandages, 8 many-tail bandages, 300 swabs, 10 wash cloths, 5 shirts.

From Kowloon, through Mrs. Beckwith.—1,483 rolled bandages, 31 many-tail bandages, 27 eye bandages, 10 prs. socks, 6 caps, 1 Babushka helmet, 430 swabs.

From the City Hall.—243 shirts, 12 dressing gowns, 10 waistcoats, 4 pillows, 10 surgical shirts, 56 bed jackets, 14 prs. pyjamas, 57 vests, 5 prs. invalid coats, 12 scrubbers, 24 milk covers, 85 mufflers, 138 prs. socks, 68 knee caps, 4 prs. cuffs, 8 caps, 2 mittens.

The following are extracts from a letter received by the Executive Committee of the Hongkong Association of Women War Workers, from Dr. Price Mitchell, C.M.O., No. 17 British Ambulance Trained France, dated December, 1916:—"Your two splendid parcels have just arrived. We are on our way to the base to unload, and have been lucky enough to pick up our post bag on the way. It is most good of you to have favoured us with such useful gifts; both stockings and caps are beautifully worked. The nurses say they are the best war work they have seen since the war.... We have a great demand for long stockings especially since the 'trench feet' season has set in, and, apart from surgical cases, for the Kitties with rheumatism."

"The parcel contained 1½ dozen large knitted stockings, 1½ dozen caps and ½ dozen smaller stockings. The splendid gift is as timely as it is useful, and we are more than grateful to the Hongkong ladies for so excellent a specimen of their work, apart from their generous forethought."

CRICKET.

K.C.C. "A" v. H.K.C.C.

To be played on Saturday at 2.15 p.m. on the K.C.C. ground. The K.C.C. team will be:—J. P. Robinson, B. D. Evans, J. V. Brage, W. H. Stapleton, H. Overy, A. O. Brown, E. J. Edwards, F. H. Wood, Dr. C. Forsyth, J. H. Mead and A. R. F. Raven.

Craengower v. Navy.

The following will represent Craengower against the Navy to-morrow, on the Craengower ground, commencing at 2.15 p.m.:—L. A. Rose, R. G. Southerton, D. Goodall, B. W. Bradbury, F. G. Thompson, J. S. Graham, B. Pestonji, D. K. Kharas, S. Jex, J. D. Norit and F. Schepel. Reserve:—R. Bass and M. Abbas.

POLICE RESERVE ORDERS.

Orders issued to-day by Mr. F. C. Jenkins, D.S.P. (Reserve) state:—

Inspection.

All Staff Inspectors are required to obtain swords and belts and wear same. They will take position in line 15 paces to the rear of the flag.

Headquarters' Club:

A meeting of the General Committee will take place at 5.45 p.m. on Wednesday, February 14. All Inspectors are invited to attend.

Police School:

Monday, February 12.—Class III (Inspector Grant).

Tuesday, February 13.—Class I (Inspector Garrard).

Thursday, February 16.—Class II (Inspector Gordon).

MADE A MISTAKE.

European Fined for Assaulting a Chinese.

At the Police Court this morning, before Mr. J. R. Wood, Herbert L. Sainfeld, employed at Messrs. Shewan, Tomes and Company, and living at Saicee Terrace, Kowloon, was summoned by a Chinese, employed in the Public Works Department, for assault, on February 1.

The story of the complainant was that he was waiting outside 4, Saicee Terrace, Nathan Road, Kowloon, for his master, who lived on the second floor, when the defendant came out of the house. There was a private ricksha and a bicycle outside the house, and he was looking at these when the defendant came up to him and struck him in the face, making his nose bleed. Defendant struck him about ten times. Witness's master then came out of the house and when defendant was told who he (complainant) was, he said he had made a mistake, for he thought he was a thief.

Evidence was also given by another P.W.D. man, who corroborated what the complainant had said.

Defendant's story was that he had left his bicycle outside his house whilst he went in to tiffin. When he came out, he saw the complainant standing by watching the bicycle and the ricksha. Complainant then touched them both, and witness, who had previously missed two bicycle bells from his machine, thought the man was a thief. He took hold of complainant, and asked him what he wanted, and the man used bad language and was very cheeky. Witness then struck him twice in the face with his open hand, the man's nose bleeding a little. Just then another European, who lived at the top of the house, came out and said that the man was a P.W.D. foreman, and was waiting for him. Witness then saw that he had made a mistake and he apologized to the man, helping him to "clean up."

His Worship thought the complainant should have accepted the defendant's apology, and imposed a nominal fine of 5/-.

MILITARY LEAVE.

Volunteer and Volunteer Reserve Order.

To-day's Volunteer and Volunteer Reserve Orders indicate that until further orders, leave of absence from the Colony exceeding seven days' duration will not be granted to any officer or other member of the force except:—

- (a) On business.
- (b) On urgent private affairs.
- (c) On medical certificate.
- (d) For purposes of health (e.g. for a change after prolonged residence in the Far East).

All applications for leave must state:—(1) name, (2) employment, (3) rank, (4) age, (5) period since last leave outside Asia, (6) reason for application, (7) special circumstances, if any, connected with the application.

Forms of application for leave can be obtained from the adjutants.

FORMER CANTON OFFICIAL.

Alleged Embezzlement of Loan Funds.

At the Police Court this morning, before Mr. J. R. Wood, an application for extradition was made by Mr. G. N. Orme against a former Canton official, on the ground that he had embezzled \$40,000, part of the Canton Domestic Loan issued in 1916.

Only evidence of arrest was given, and the case was adjourned.

GERMAN INFAMIES IN E. AFRICA.

Foul Treatment of Prisoners.

With the arrival at Home of the first Englishmen and Englishwomen who have been prisoners of the Germans in East Africa since the outbreak of war, and who were released when the Belgians captured Tabora, a picture in proper perspective is available of the foul treatment meted out to them by the Germans, says the Times. The record of the degradation to which English civil and military prisoners were subjected, and of the horrible experiences of English ladies is as revolting as any in the history of German Kultur. The specific purpose was to discredit British prestige in Africa and to make the English appear before the natives as slaves of Germany. So strongly is this felt that a formal petition, accompanied by sworn statements, has been sent to General Smuts to hold a commission of inquiry into a course of conduct many details of which are too loathsome to be made public, but the knowledge of which will at once show the impossibility of the German ever being allowed to return to their colony.

Among those who returned home a few days ago is the Rev. E. F. Spanton, Principal of St. Andrew's College Zanzibar, who was on a tour of school inspection in the German colony on the outbreak of war. In conversation with Reuter's representative Mr. Spanton said:—

The real point is that the Germans from the first did their best to destroy British prestige. They assert that the daily supply of milk to the town of Mains has been reduced since the beginning of December from 14,000 quarts to 4,000 quarts, whereas the normal consumption before the war was about 40,000 quarts, and at least 13,000 quarts a day are necessary in order to secure the fixed rations of whole milk for sick persons, nursing mothers, and little children alone.

Vorwärts published the other day a special list of Berlin grievances. It says that large quantities of potatoes have been spoilt by storage in damp cellars, and that enormous quantities of preserved food of all kinds have been spoilt owing to improper preparation. Quantities of fish have had to be used as dog's food, and a large instalment of "goulash" imported from Denmark has been found useless at Hamburg. The women of Berlin complain that potatoes and other foods are often frozen or otherwise spoilt, and that, as any one shop will only part with potatoes to the amount covered by a single potato ticket, "many families are standing perpetually before the shops or running from one dealer to another, so that their tickets may not get out of date; and the potato queues are getting ever longer and more numerous." There are also many complaints about the jam.

British prisoners in the scantiest of clothing were set to pull a lorry through the streets—work usually done by oxen—in full view of the jeering natives. And one could see an English university graduate hoeing up a native garden patch or a wealthy rubber planter clearing out native latrines. All this has had a great effect on the native mind, and the news of the degradation of British and other European men and women, flashed as it has been across Africa, is a source of wonder to tribes hundreds of miles distant.

The commandant at Tabora was a man who had been warned by the German Government on account of his brutality, of which he had been officially convicted. He was once publicly horse-whipped by a German servant, yet he was appointed officer in charge of the prisoners' camp at Tabora.

The same plan was followed in the case of the ladies' camp at Kiborani. The man placed in charge here bore such a character that the local chief sent their wives and daughters out of the country. His own wife had committed suicide as a result of his vile conduct, and he was deliberately chosen to take charge of ladies of gentle birth and education.

At Tabora 86 of us—men of all nationalities and stations in life—were herded in a corrugated shed which was so crowded that the beds touched one another. Sanitation there was none, and as we were locked up at 7 at night until 6 the next morning, the conditions were awful. The German made native soldiers with loaded rifles march up and down inside the shed all night. It is quite clear that from a military point of view the sentries were useless—it was only meant as another degradation for us, for one could not imagine a greater outrage than to place a native guard in a white man's bedroom.

The ladies were required to do their own housework and also six hours' work for the Government every day. They protested against being set to tasks which would assist the enemy, and were threatened with

GERMAN FOOD CRISIS.

"Surprising" Shortage of Milk.

The German papers have a great deal more to say about food than about "roses." The most prominent subject of all is the scarcity of milk.

Preliminary announcements are made of an increase of a half-penny a quart in the price of milk in Berlin, and of the impending reduction of the rations of butter and fats. The official explanation is that there has been "a surprising falling off" in the production of milk, the reason being that the supplies of fodder with which the farmers endeavoured during the past year to maintain their stock of milch cattle are now exhausted, and the farmers are employing the wet summer that, although the cattle "look splendid," the quantity of milk is decreasing. A second reason is said to be that the farmers need large quantities of skim milk, which is now the only food for calves. There is said to be no prospect of any considerable quantities of skim milk being available for the towns.

The Berliner Tagblatt asks angrily how an increase in the price of milk will improve matters, and suggests that it is only another concession to the agrarians.

A series of questions to be asked in the Hessian Diet by the Deputy for Mainz are eloquent. They assert that the daily supply of milk to the town of Mainz has been reduced since the beginning of December from 14,000 quarts to 4,000 quarts, whereas the normal consumption before the war was about 40,000 quarts, and at least 13,000 quarts a day are necessary in order to secure the fixed rations of whole milk for sick persons, nursing mothers, and little children alone.

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Since then I have seen other stores, smaller and larger; and they are all doing an excellent work on a sound method. The division, being the stables military unit in wartime, was taken as the basis of organisation; and presently every division will have not only a central co-operative store, but a network of branches.

The original funds were advanced out of savings from the company food allowances. After the repayment of these advances, and the setting aside of a small sum against accident (the manager cited above explained that his sheds might be bombed and destroyed any day), profits are limited to 3 or 4 per cent. of the purchase price. The accounts are supervised by a high divisional officer, and remaining profits are distributed in aid of the families of needy soldiers, and in bounties to the company "ordinaries" which occupy the position of the original shareholders of an ordinary co-operative society.

It has been found necessary to put a certain limit on purchases made in Paris, Lyons, and other parts of the interior of the country, because they were becoming so large as to affect prices to civilian purchasers. Young as it is, the system may now be regarded as firmly founded, and assured of a great extension. The co-operative stores of one army corps are doing over £5,000 of business per month, those of another army corps turned over £24,000 from August 20 to September 20, those of another corps are selling £120 worth of goods daily, and those of another corps two or three times this amount. These figures sufficiently prove the popularity of the system among the men.

Starvation in Germany. Norwegian shipmasters reaching an East Coast port state that when their vessels were taken for examination by Germans into Swinemünde, recently, the general public boarded the ships, with bags and portmanteaux and begged the crew to sell them food, offering fancy prices, and demanding they had given up their rations. The men had to give up their rations, and were threatened with

CO-OPERATIVE STORE AT THE FRONT.

Immense Success of A French Innovation.

The Daily Chronicle special correspondent, Mr. G. H. Parry, writes:—

With the French Armies.—It was in a picturesque glen of the Argonne Forest that I first found one of the co-operative stores that are being rapidly multiplied, and are materially helping to soften the conditions of winter life in the French armies. In a hollow under the trees, less than a mile behind the line of fire, two large wooden sheds had been set up, one for the shop and store, the other for living quarters of the dozen men employed. The heart of an enthusiast of Balloon Street, Manchester, would have leaped with joy to see the groups of poilus carrying away their purchases, and to hear from the manager proof of the immediate success of the experiment.

This particular store had been open for only six weeks, and had done business in that period to the extent of £8,000, and is now selling over £300 worth of goods a day. Hitherto, to supplement their bread, meat,

GENERAL SHIPPING NEWS.

U. S. Shipping Board.

San Francisco, January 31.—Mr. William Denman, the prominent San Francisco maritime lawyer, has been named chairman of the Government Shipping Board, which is to act in connection with the carrying out of the ship purchase measure enacted by Congress some time ago.

Stone Ships.—Norway's Progress.

London, Dec. 29.—From the Norwegian Chamber of Commerce it is learnt that Aktieselskapet Fougner Staal-Beton Skibsvaerft Kompagni, of Moss, which specialises in the construction of ferro-concrete vessels, has just completed its eighth 100-ton barge. The success, which has attended this departure from shipbuilding methods has caused the promoters to contemplate extending their sphere of action, and there is every probability of a branch of the business being established in the United Kingdom at the end of the war. The orders at present in hand include a 2,000-ton barge, a 3,000-ton twin-screw motor lighter, and several floating docks. Mr. Alf Bryde, managing director of the A-S Maritim, has placed an order with Messrs. Fougner Staal-Beton Company for a floating dry dock to be built of ferro-concrete. The dimensions of the dock will be 80 feet by 25 feet, inside measurements, and will be able to dock vessels or lighters up to 12 feet draft. The dock is to be finished by April 1, 1917.

The Weather on the Coast. The extreme cold in the first week of this month completely closed the Peiho to navigation and the trade at the coast ports in the Gulf of Pechili has been partially paralysed, says the Manchuria Daily News. At Chefoo the ice along the shore front is, according to the s.s. Yongle, so thick as to decidedly interfere with cargo work, while at Chinwangtao the port remains ice-bound, causing the smaller-typed vessels only to get alongside the wharf with difficulty. In the Gulf for a distance of fifty miles from the Take Bar the Indo-China steamer Kingsing was recently beset with ice-packs and barely managed to gain the bar after a hard struggle. According to the N.Y.K. s.s. Yoko Maru, which recently arrived at this port from Chinwangtao, the China Nav. steamers Feugien and Kweichow were ice-chained in the Peiho some time ago and still remain in their awkward position. The Tientsin Harbour authorities are now attempting to liberate them. Another of the C. N. steamers, the Tengchow, was successfully released from the clutch of the ice in the Peiho and sailed for Shanghai a few days ago, via Chefoo.

French Maritime Trade.

The war, which on mobilisation was the cause of a stoppage in the briskness of the shipping trade, has become after a time the cause of an increase in transport business. As regards coal, for instance, the following figures are significant: Le Temps imported 1913, 17,738 tons of coal; it received in 1914, 54,000; in 1915, 273,000, or 15 times more than in 1913. At Rouen, the tonnage, which in 1913 did not exceed 2,827,000 tons, rose to 6,021,000 tons in 1915. A similar increase is to be noticed at Honfleur, Caen, Granville, St. Nazaire, La Rochelle and La Pallice. In order to arrange for the reception of goods, it was necessary in a short space of time to enlarge the quays of the different harbours. In Normandy, the port of Havre, the English base, soon became too limited. So, at the beginning of 1915, the Civil Engineering Corps made mooring stations for ships, and in August the steamers running between Havre and Southampton were transferred to the North of the outer-harbour, thus liberating a new loading station at the tidal wharf. Honfleur harbour was able to offer to trading companies, early in 1916, as much as 700 metres of wharfing. With regard to the improvements in accommodation and machinery, we may note that, thanks to the enterprise of the State and the Chief Shipping Co., 200 new landing stations are now at the disposal of France.—Excelsior.

German Shipbuilding.

The G. Seebeck Shipbuilding Company of Geestemunde and Bremerhaven shows a gross profit of 1,328,794 marks for the business year 1915-16, as compared with 978,173 marks for the preceding year. Maintenance costs came to 179,768 marks and loan interest to 97,950 marks. A much larger amount was set aside for depreciation, 584,910 marks being written off for this purpose, as compared with 354,328 marks for the previous year. Including the amount brought forward, there was a net surplus of 648,014 marks, as against 578,385 marks, out of which a dividend of 10 per cent. (as compared with 8 per cent.) is declared. The sum of 250,954 marks, which includes an unquoted amount for war tax reserve, is carried forward to new account. No details of the year's production are given, but the report mentions that further extensions of the works were carried out in order to increase their capacity. Work in hand figures on the balance sheet for 3,583,709 marks, as compared with 5,890,815 marks for the previous year. Sundry debtors are 1,992,463 marks, and sundry creditors (including payments on new constructions) 6,193,801 marks.

Bureau Veritas Shipping List.

"The Repertoire General of Merchant Shipping," published by the Bureau Veritas, has just made its 47th appearance, the first issue having been published in 1870. This work is published in two volumes (one for steamers, the other for sailing vessels), and contains a complete list of all merchant vessels in the world, above 50 tons gross for sailing vessels, and above 100 tons gross for steamers. Very useful information is given in connection with each vessel, such as construction, type, ownership, method of propulsion, port of registry, &c. A list of motor vessels is also one of the features of the book, also a list of oil-carrying vessels, those fitted with refrigerating appliances, and also a list that will be found very useful—that of the alphabetical list of vessels the names of which have been changed. An alphabetical list arranged according to their nationality of steamers above 10,000 gross tons, year of building, and horse-power, is provided for. Particulars are given of the dry docks of the world, names of iron and steel shipbuilders, and shipowners' names, the two volumes comprising a very useful and comprehensive digest of everything in connection with ship construction and owning.

The State as a Ship-BUILDER.

Some facts that demonstrate why the State shipbuilding yard has failed as a business proposition are set out in the annual report of the Melbourne Harbour Trust Commissioners for the year 1915 says the Melbourne Age. The steam tug J. A. Boyd, which is now in commission, was ordered on Dec. 15, 1913. It should have been delivered on Sept. 15, 1914. The actual date of delivery was February 2, 1916, which was over sixteen months after the specified date. At her trials the vessel's speed on six runs was 11.45 knots, which was 1.05 knots less than was specified. The coal consumption was 2,152 lb. per indicated horse-power, or 152 lb. above that specified. The engine builders' trials showed the engines to be better than specified. The steam launch Anzac, which should have been delivered on March 6, 1914, was not delivered until Sept. 1, 1915, and was thus one year and six months overdue. In order to encourage the shipbuilding industry in Victoria the Commissioners agreed to pay the State yard £15,000 more for a suction dredger than it could have been obtained elsewhere. Delivery was to have been made in December, 1915, but the present report states that the work of construction was never even started, and in October last the Government abandoned the contract. Managed on such deplorably unbusiness-like lines the State shipbuilding yards could never hope to be anything but a failure.

Shanghai's Shipping.

The burden of the war continues to lie heavily on the shipping trade of Shanghai as on other ports of the world, and the returns of steamers entered and cleared during the three months from July 1 to September 30, 1916 show a serious drop, not only from that of normal years, but from the same quarter of the year before, the second year of the war. The number and tonnage of steamers, including river and ocean steamers, entered and cleared during the July-September quarter was 5,586 ships of 4,214,978 tons, which was a decrease of 42,980 tons from the same quarter of the year before, though an increase of 12,794 tons over the preceding quarter. In "ocean" tonnage is included, unfortunately, steamers trading on the coast and those on ocean trades to Europe and America, so that it is difficult to ascertain to what extent ocean tonnage proper has suffered as compared to coast shipping. A fair guide is, however, afforded by the number of ships which, in spite of a diminution of 42,980 tons, has increased by 372 vessels as compared with the same quarter of the previous year, and showing that the returns include a much smaller proportion of the larger ocean trade ships. That such has actually been the case is plain from the paucity of sailings to Europe and the Pacific slope as compared with earlier days. The P. & O. and Blue Funnel Line, the two principal lines connecting Shanghai with Europe, have each diminished their services to a minimum while smaller lines that used once to visit Shanghai with regularity have been withdrawn altogether. This has been due not only to the demands of the British and French Admiralties for tonnage to act as transports, but to the increased demand for tonnage in other parts of the world, a demand which has even made itself felt on shipping permanently employed on the coast. Several ships which were thus employed have been drawn away from the China coast by attractive charters in home waters and several more will probably be leaving during the current year. The result has been to throw extra burdens on the coast shipping and the abnormal price of coal at Shanghai and Hongkong reflects on the inadequacy of coast shipping, working at full pressure though it be, to cope with the quantity of merchandise requiring to be moved. To some extent this shortage has been accentuated by the operations of submarines in the Mediterranean, two China coast ships, the Sir Richard Awtry and Moresby have fallen victims to them—but on the whole their effect has not been great in proportion to the total amount of allied and neutral shipping moving on the seas nor does it seem likely that the maximum effort of Germany will be able to cause more than temporary inconvenience. As regards the proportion of tonnage under the various mercantile flags entered at Shanghai during the third quarter of 1916, Britain still holds a handsome lead, her percentage being 39.7 of the whole though this shows a slight falling off from the same quarter of 1915 when the proportion was 40.6 per cent. Japanese tonnage comes second with 29.8 per cent. of the total, being the same as in the year before and Chinese third with 21.1 per cent. against 21.7 per cent. the year before. No other nationality showed as much as five per cent., the next highest being French with 3 per cent. against 1.9 in 1915 and American with 1.5 per cent. against 2.9 the year before. French and American tonnage has thus changed places, France having gained practically what the United States lost in spite of the withdrawal of several of the steamers of the Messageries Maritimes. Such small percentages are, however, of little use as a guide to the comparative prosperity of the flag they represent, since the entry of one large vessel will considerably affect the returns for that quarter. Of the other nations represented, Norway had 1.2 per cent., Russia 1.2, Denmark 1.1, Holland 0.8 and Sweden 0.2 per cent. Germany and Austria, of course,

being represented by the vessels lying in the Whangpoo which, for obvious reasons, enter not neither do they clear.—Shipping and Engineering.

Standardised Ships.

London, Dec. 26.—The embarking upon an extensive policy of building standardised ships, as a war measure, is now understood to be within the realms of practical politics, Sir Joseph Macleay, the Board of Trade, the Admiralty, and the technical staff of Llyod's Register having been in close and almost daily intercourse in respect of the matter. It is understood that the type of vessel selected will be vessels of large carrying capacity.

Higher Freights to India.
Shippers interested in the Indian trade of Japan were last week given notice by the Nippon Yusen Kaisha to raise rates on nations bound for Calcutta, Rangoon, and other ports in India from Y. 18 per ton to Y. 20 per ton from February 15. This notice will, it is believed, be received by shippers with approval because all other shipping lines operating in that direction have already taken similar action. The reason given for this measure is that the supply of cargo space for Indian ports has been reduced of late and that coal prices have gone up markedly at Oriental ports.

Record U.S. Shipbuilding.

Merchant ships built in the United States in the first eleven months of the year more than doubled in tonnage the whole of last year's output. The Bureau of Navigation announced to day that 1,115 vessels had been turned out with a gross tonnage of 521,711. All but 49 were for the United States flag. Domestic wooden vessels numbered 938, with a tonnage of 127,276, and steel 130, with 361,170 tonnage. The Atlantic and Gulf trade took 546 vessels, the Pacific trade 263, the Great Lakes 114, and Western rivers 143. There are now being built and under contract vessels with an average tonnage of 1,200,000, the largest total ever reported in the country's history.

Freights on Cotton Goods.

Hitherto the freight on cotton yarn and cloth from Japan to India has been Y. 9 per bale. Recently the shipping companies concerned proposed to raise the rate to Y. 18, on which shippers demanded that the increase be restricted to Y. 12. The shipping companies then offered to charge Y. 12 from February to the end of April and Y. 16 thereafter. Negotiations have since been proceeding on this proposal, reports the Japan Chronicle, but it is said that as a matter of fact, shippers are already paying Y. 16. Recently shipments for India have largely increased, and owing to the shortage of tonnage shippers are compelled to pay whatever freight is asked by the steamship companies if they are to secure the necessary hold space at all.

The Tsingtao Maru.
The Dairen steamer Tsingtao Maru, which was recently torpedoed and sunk by a German submarine off Gibraltar, was contracted to be chartered by the Italian Government last September and was, on arrival at Marsiglia, delivered to the charterers on December 23 last. After the lapse of only a week, she met her fate on the 4th inst. Her sinking means, however, no loss to the shipowners, the Song Chang Steamship Co., Dairen, as the firm is entitled to one year's charterage amounting to Y. 900,000 in addition to Lloyd's war insurance amounting to £100,000, which is to be borne by the charterers. In passing, another of the firm's steamers, the Dairen Maru, 4,555 tons, and the Fukagawa Steamship Co.'s Dairen Maru, 3,689 tons, both registered at Dairen, have been contracted to be chartered by the Italian Government and a British firm of London respectively. They are now plying in European waters. According to the latest advices, the former arrived at New York on the 10th inst. across the Atlantic, while the latter was attacked by a submarine off the Bay of Biscay, but escaped scot-free and managed to gain Gibraltar only recently.

HONGKONG SHARE REPORT.

S.—SELLERS; SA.—SALES;
B.—BUYERS; N.—NOMINAL.

OFFICIAL PRICES.

BANKS.

Banks n. \$720
Cantons n. \$725
North Chinas n. t. 150
Irons n. \$800
Yangtzes n. ex 73 \$255

FIRE INSURANCES.

China Fires n. \$155
H. K. Fires n. \$3671

SHIPPING.

Douglas n. \$114
Steamboats b. \$2024
Indos (Det.) sa. \$1239
Indos (Pref.) n. \$411
Shells n. 106/-
Ferries b. \$33

REFINERIES.

Sugars s. & sa. \$1261
Malabons b. \$39

MINING.

Kailans n. 36/-
Langkats a. \$2.40
Raubs n. 31/6
Tronohs n. 32/3
Urals n. 32/3

DOCKS, WHARVES,
GODOWNS, &c.

H. K. Wharves b. & sa. \$86
Kowloon Docks b. \$1251
Shai Docks s. t. 83

LANDS, HOTELS
AND BUILDINGS.

Centrals n. \$98
H. K. Hotels s. \$112
Land Invest. a. \$91
H'phreys Est. s. \$7.10
Kloon Lands s. \$35
Shai Lands n. t. 88
West Points s. \$73

COTTON MILLS.

Ewos n. t. 145
Kung Yiks s. t. 131
Shai Cottons n. t. 115
Yangtszeopos s. t. 51

MISCELLANEOUS.

Borneos n. \$8,00
China Light & P. b. \$4,60
Providents a. & sa. \$9,00
Dairy Farms n. \$251
Green Islands b. \$11,40
H. K. Electrics b. \$43
H. K. Ice Co. n. \$160
Ropes n. \$344
Steel Foundries sa. \$10
Trams, Low Level sa. \$7,20
Trams, Peak, old n. \$10
Trams, Peak, new n. \$1
Laundries n. \$32
U. Waterboats b. \$1534
Watsons b. \$68
Wm. Powells b. \$6
Morning Posts n. \$29

NOTICE.

CORRECTED TO MOON FRIDAY
FEBRUARY 9, 1917.

BENJAMIN & POTTS.
Share and General Brokers.
Princes Building.
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EXCHANGE.

SELLING.

T/T 2/4/14
Demand 2/4/9/16
30 d/s 2/4/9
60 d/s 2/4/14
4 m/a 2/4/13/16
T/T Shanghai Nom.
T/T Singapore 10/14
T/T Japan 11/04
T/T Indie 173 Nom.
Demand, Indie 173 Nom.
T/T San Francis-
co & New York 56/12
T/T Java 13/6/4
T/T Marks Nom.
Demand, Paris 3.30/4
Demand, Paris 3.30/4
4 m/s. L/C 2/5 5/16
4 m/s. D/P 2/5 7/16
6 m/s. L/C 2/5 9/16
30 d/s. Sydney & Melbourne 2/5 9/16
30 d/s. San Fran-
cisco & New York 57/4
4 m/s. Marks Nom.
4 m/s. France 3.42
6 m/s. France 3.47
Demand, Germany —
Demand, New York 56/6
Demand, Bombay 173 Nom.
T/T Calcutta 173 Nom.
Demand, Manila 113
Demand, Singapore 10/14
On Haiphong 21/2% prem.
On Saigon 2% prem.
On Bangkok 6/4%
Sovereign 8.35 Nom.
Gold Leaf, per oz. 47.81
Bar Silver, per oz. 37.9/16

SUBSIDIARY COINS.

DISCOUNT PER \$100:
Chinese... 20 cts pieces 25/2% dis.
Chinese... 10 " 29/2% dis.
Hongkong 20 cts pieces 14% dis.
Hongkong 10 " 14% dis.

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FOREIGN EXCHANGE and
General Banking Business
Transacted.

INTEREST ON FIXED
DEPOSITS:

For 3 Months 3% per annum.
For 6 Months 4% per annum.
For 12 Months 4 1/2% per annum.

LOOK POON SHAN;
Chief Manager.

NOTICE.

**PEAK TRAMWAYS
CO. LIMITED.**

TIME TABLE.

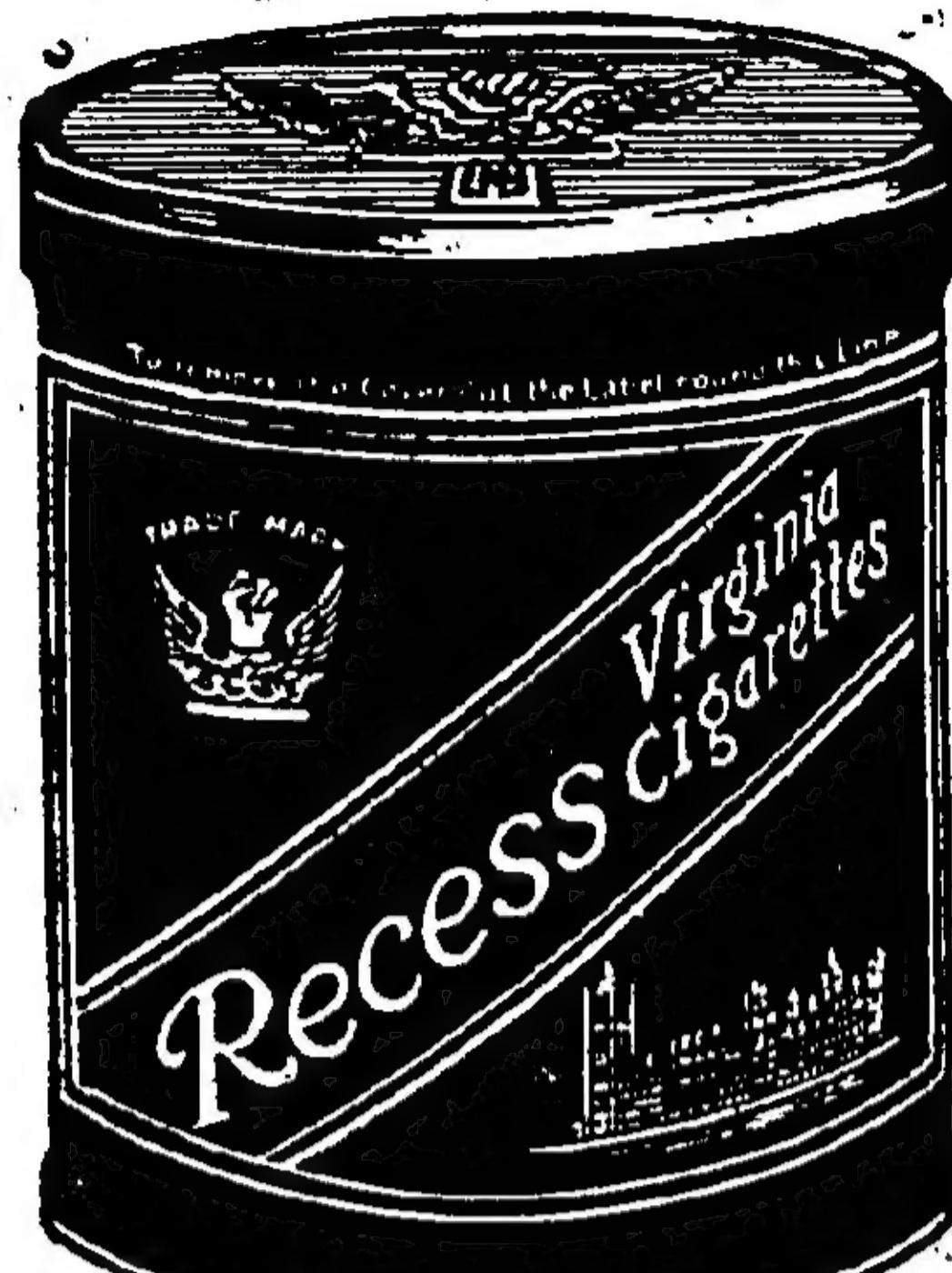
WEEK DAYS:

1 P.M. to 8-30 A.M. Every 15 minutes
10-30 A.M. to 10-30 A.M. 10-10
10-11 A.M. to 10-11 A.M. 10-10
10-12 P.M. to 10-12 P.M. 10-10
10-13 P.M. to 10-13 P.M. 10-10
10-14 P.M. to 10-14 P.M. 10-10
10-15 P.M. to 10-15 P.M. 10-10
10-16 P.M. to 10-16 P.M. 10-10
10-17 P.M. to 10-17 P.M. 10-10
10-18 P.M. to 10-18 P.M. 10-10
10-19 P.M. to 10-19 P.M. 10-10
10-20 P.M. to 10-20 P.M. 10-10
10-21 P.M. to 10-21 P.M. 10-10
10-22 P.M. to 10-22 P.M. 10-10
10-23 P.M. to 10-2

NOTICES.

"RECESS"

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SATURDAY, the 10th
February, 1917,
commencing at 11 a.m.
at his Sales Rooms, Duddell
Street.1 Case Batteries for Electric
Torches.
1 Case Vibrators.
90 Cases Tumatoes.
5 Cases Tooth Powder.
37 Cases Manila Sists.
6 Coils Manila Rope.Terms—Cash on delivery.
GEO. P. LAMMERT,
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NOTICES.

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quality of Sugar. We give our special
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THE NEW FRENCH REMEDY FOR PILES
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